



The China Mail.

ESTABLISHED 1845

St. GEORGE'S
BUILDING
DISS BROS.
Tailors.

No. 13,654

歲次正月七百九千一

HONGKONG, THURSDAY, JANUARY 10, 1907.

日六廿一

PRICE, \$8.00 Per Month

SHERRIES.

PALE FINO:	
Conde de Torres Cabrera	\$12.00
DINNER SHERRY:	
Conde de Torres Cabrera	16.00
PER CASE OF 1 DOZEN QUARTS.	

MACEWEN, FRICKEL & CO.,
1815, 3, DUDDELL STREET.

Intimations.

WHO'S WHO

IN THE
FAR EAST.

THE
ONLY BOOK OF REFERENCE
WHICH GIVES
BIOGRAPHIES
OF THE
PROMINENT MEN OF
THE FAR EAST
IS NOW ON SALE
Price \$10.

FORWARDED TO ANY ADDRESS
OBtainable from the Publishers—
2, QUEEN'S ROAD CENTRAL,
Hongkong.

THEATRE ROYAL
CITY HALL.THE
ST. GEORGE'S A.D.C.(By SPECIAL ARRANGEMENT WITH
Mr. RANDMANN)
will produce a FARCE in THREE ACTS
Entitled

ARE YOU A MASON?

BY
E. FROHMAN AND GEORGE
EDWARDESon
FRIDAY, JANUARY 11,
SATURDAY, JANUARY 12,
AND

MONDAY, JANUARY 14.

Doors Open at 8.30 P.M.
Booking at 8 P.M.

Booking at the ROBINSON PIANO CO.

PRICES.....\$3, \$2, \$1.

Soldiers and Sailors in Uniform Half Price
to Pit Seats and Pit.

Late Trams to the Peak after each Performance.

Hongkong, January 8, 1907.

16

WANTED IMMEDIATELY.

A CLERK who can write well and has
a good knowledge of accounts.
Apply, with testimonials, to
GENERAL MANAGER,
VACUM-OIL COMPANY,
King's Buildings.

Hongkong, January 9, 1907.

84

NOTICE.

THE INTEREST and RESPONSIBILITY
LIEUT. OF MR. ROBERT HUNTER
BRUCE in our Firm, cased on 31st
December, 1906.We have Admitted Mr. WILLIAM
WILSON and Mr. RICHARD NIKO-
LAUS ORLY Partners in our Firm from
this date.

TATT & CO.

Amoy, January 1, 1907.

37

FRENCH LESSONS.

FRENCH TAUGHT entirely by Con-
versation and without translation,
imitating the natural way a child learns it;
another tongue, by a Frenchman.Apply to
Car of CHINA MAIL Office.

Hongkong, January 5, 1907.

50

CLEARANCE SALE

AT CHEAPEST PRICES.

SILVER WARE, IVORY, JAPANESE
TEA SETS, LACQUERED WARES,CHINESE PORCELAIN, AND
CHINESE SILK HANDKERCHIEFS

etc., etc., etc.

KANG LEE & CO.

No. 4, Queen's Road Central,
Opposite CONNAUGHT HOTEL.

Hongkong, December 17, 1906.

2410

Business Notices.

INNES' PATENT
METALLIC ZINC POWDER.

THE RELIABLE PREVENTATIVE
OF CORROSION IN BOILERS.
W. S. BAILEY, Sole Agents.

HONGKONG, CANTON, MACAO
AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND
MACAO STEAMBOAT CO., LTD., AND THE CHINA
NAVIGATION COMPANY, LTD.

Hongkong-Canton Line.

a.s. POWAN, 2,338 tons, Captain W. A. Valentine.
a.s. FATSHAN, 2,260 tons, Captain R. D. Thomas.
a.s. KINSHAN, 1,892 tons, Captain J. J. Losius.
Departures from Hongkong to Canton daily at 8 a.m. (Sunday excepted), 9 p.m.
(Saturday excepted).
Departures from Canton to Hongkong daily at 8 a.m. and 5 p.m. (Sunday excepted).
These Steamers, carrying His Majesty's Mail, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON & MACAO STEAMBOAT
COMPANY, LIMITED.

Hongkong-Macao Line.

a.s. HONAM, 2,363 tons, Captain H. D. Jones.
Departures from Hongkong to Macao on week days at 2 p.m.
Departures from Macao to Hongkong on week days at 7.30 a.m.

Canton-Macao Line.

a.s. LUNGSHAN, 219 tons, Captain T. Hamble.
Departures from Macao to Canton on Mondy, Wednesday and Friday, at 7.30 a.m.
Departures from Canton to Macao on Tuesday and Saturday, at 7.30 a.m.

JOINT SERVICE OF THE H.K. & C. AND MACAO STEAMBOAT CO., LTD., PER CHINA NAVIGATION COMPANY, LTD., AND THE Indo-CHINA STEAM NAVIGATION COMPANY, LTD.

Canton-Wuchow Line.

a.s. SAJAM, 588 tons, Captain J. Wilcox.
a.s. NANNING, 569 tons, Captain A. McKinnon.
One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about five days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.
Further particulars may be obtained at the Office of the —

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,
HOTEL MANSION, (First Floor) opposite the Hongkong Hotel,
Or of BUTTERFIELD AND SWIRE,
Agents, CHINA NAVIGATION CO., LTD.

EOTHEN MARK LODGE—No. 264.

MAGISTRACY.

A MEETING of HIS MAJESTY'S JUSTICES of the PEACE will be held at the Magistracy, at 2.15 P.M. on TUESDAY, the 22nd January, 1907, for the purpose of considering the following application under the Liquor Licences Ordinance, 1895, viz.—

From one PATRICK ROBINSON for an adjourned license to sell by retail intoxicating liquors or premises numbered 90 and 92, Queen's Road West, under the sign of "THE WESTERN HOTEL".

O. D. MELBOURNE,
Police Magistrate.

Hongkong, January 8, 1907.

THE CHINA PROVIDENT LOAN
AND MORTGAGE COMPANY,
LIMITED.

THE TENTH ORDINARY ANNUAL
MEETING of SHAREHOLDERS in
the Company will be held at the OFFICES
of the Company, 2, GROVER'S BUILDING,
No. 6, Connaught Road, on SATURDAY,
26th January, 1907, at 11.30 a.m. for the
purpose of receiving a Statement of
Accounts and the Report of the General
Managers for the year ending 31st Decem-
ber, 1906, declaring a Dividend and electing
a Consulting Committee and Auditors.

The TRANSFER BOOKS of the Com-
pany will be CLOSED from WEDNES-
DAY, the 23rd January, until SATUR-
DAY, the 26th January, 1907, both days
inclusive.

SHEWAN, TOME & CO.,
General Managers.

Hongkong, January 8, 1907.

SEE LEE & CO.

DR. T. YAMASAKI

Dental Surgeon
(JAPANESE DENTIST).

34, QUEEN'S ROAD CENTRAL
Opposite Post Office.

DR. H. ISHIWARA

Dental Surgeon
(JAPANESE DENTIST).

244, SHAMEEN, CANTON.

Fees Very Moderate.

Lated American Methods.

NO CHARGE FOR EXAMINATION.

Hongkong, October 29, 1906.

40

TUTORIAL.

M. L. A. DI GRADA has discovered a

New Method which enables him to

teach the Mandolins of Bengal in six

months. He gives Lessons on Violin and

Guitar. Terms moderate. Address 63,

ELGIN-STREET.

Hongkong, October 29, 1906.

2094

DR. T. YAMASAKI

Dental Surgeon
(JAPANESE DENTIST).

34, QUEEN'S ROAD CENTRAL
Opposite Post Office.

DR. H. ISHIWARA

Dental Surgeon
(JAPANESE DENTIST).

244, SHAMEEN, CANTON.

Fees Very Moderate.

Lated American Methods.

NO CHARGE FOR EXAMINATION.

Hongkong, December 1, 1906.

210

Business Notices.

BELL'S ASBESTOS EASTERN AGENCY, LIMITED

(SOLE AGENTS FOR BELL'S ASBESTOS CO., LTD., LONDON.)

SAVE FUEL BY COVERING YOUR BOILERS AND STEAMPIPES

WITH

BELL'S ASBESTOS NON-CONDUCTING COMPOSITION.

ESTIMATES GIVEN

FOR WORK FINISHED COMPLETE

OR SUPPLIED IN BAGS

Bags of 1 cwt. each.

OFFICE: 6, DES VIEUX ROAD.

WHITE HORSE

SOLE AGENTS

FOR

MACKIE'S

WHITE HORSE WHISKY.

Intimations.

G. FALCONER & Co.,
WATCH-MAKERS AND JEWELLERS.
HOTEL MANSIONS.

NEW SELECTIONS OF
DIAMOND JEWELLERY AND ENGLISH SILVER WARE,
HIGH-CLASS GOLD AND SILVER WATCHES.
LARGE SELECTION OF PRESENTATION PLATE, CUPS, BOWLS, ETC.
G. FALCONER & CO. ARE AGENTS FOR ROSS'S FAMOUS TELESCOPES AND
BINOCULARS, LORD KELVIN'S NAUTICAL INSTRUMENTS,
ADMIRALTY CHARTS AND BOOKS.

SOLE AGENTS FOR THE EMPIRE TYPEWRITER.

MIYAKO HOTEL,
KYOTO, JAPAN.

A NEW AND STRICTLY FIRST-CLASS HOTEL.

Intimations.

MITSU BISHI GOSHI KWAISHA
(MITSU BISHI CO.)

COAL DEPARTMENT

MARUNO-UCHI, TOKIO.

CABLE ADDRESS: "IWASAKI"
Which applies to all Branch Offices.

AI, A B C 6th Edition, Western Union
Codes used.

All Letters Addressed:
MANAGER, MITSU BISHI CO.,
with name of place under.

BRANCH OFFICES:
NAGASAKI, MORI, KOBE, KARATSU,
SHANGHAI, HONGKONG AND HANWOW.

AGENCIES:
YOKOHAMA: M. ARADA, Eng.
CHINKIANG: MESSRS GEARING & CO
MANILA: MESSRS MACDONALD & CO.

SOLE PROPRIETORS of Takasima-Ochi, Shinmei, Namatsu and Kasai-Yamada Collieries and also Hojo Colliery, which will shortly be ready to produce on a large scale the best Bituminous Coal.

The Head and Branch Offices and the Agencies of the Company will receive any order for Coal produced from the above Collieries.

T. MATSUJI, Manager, Hongkong
No. 2, PEDDER STREET.
Hongkong, April 26, 1906.

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

TOTAL Premiums at Sixty Distances, 1905,
£17,837,119.

Authorized Capital £2,000,000

Subscribed Capital £2,750,000

Paid-up Capital £2,687,500 0 0

III—Fire Funds 3,360,780 18 8

III—Life & Annuity Funds 13,762,388 8 5

£19,837,119 8 1

Revenue Fire Branch... 2,061,044 19 8

Life & Annuity Branches... 1,712,808 19 10

Banches... 2,374,683 19 6

The Accumulated Funds of the Fire and Life Departments are free from liability in respect of each other.

SHEWAN, TOME & CO., Agents.

1537

HONGKONG HIGH-LEVEL TRAMWAYS COMPANY, LIMITED (IN LIQUIDATION).

TIME TABLE.

WEAK DAYS.

7.00 a.m. to 7.30 a.m. Every 30 minutes.

7.30 a.m. to 9.30 a.m. Every 10 minutes.

9.30 a.m. to 11.00 a.m. Every 15 minutes.

11.30 a.m. to 12.00 p.m. Every 15 minutes.

12.45 p.m. to 1.45 p.m. Every 15 minutes.

1.15 p.m. to 2.15 p.m. Every 15 minutes.

2.15 p.m. to 3.00 p.m. Every 15 minutes.

3.30 p.m. to 5.00 p.m. Every 15 minutes.

5.00 p.m. to 6.00 p.m. Every 10 minutes.

6.45 p.m. and 9 p.m. 9.45 p.m. to 11.15 p.m. Every half hour.

SUNDAYS.

8.00 a.m. to 9.00 a.m. Every 15 minutes.

9.00 a.m. to 9.30 a.m. Every 30 minutes.

9.30 a.m. to 10.00 a.m. Every 15 minutes.

10.30 a.m. to 11.00 a.m. Every 15 minutes.

12.00 Noon to 1.00 p.m. Every 20 minutes.

1.00 p.m. to 5.00 p.m. Every 15 minutes.

5.00 p.m. to 6.00 p.m. Every 10 minutes.

6.00 p.m. to 7.00 p.m. Every 15 minutes.

7.00 p.m. to 9.00 p.m. Every 10 minutes.

NIGHT CARS as on Weak Days.

SATURDAY.

Extra Cars at 11.30 and 11.45 p.m.

SPECIAL CARS by Arrangement at the Company's Office, ALEXANDER Building, Des Voeux Road Central.

JOHN D. HUMPHREYS & SON, Liquidators.

Hongkong, August 27, 1906.

1906

15 YEARS

RECORD FOR DURABILITY AND EFFICIENCY.

LIGHT-WEIGHT AND WATERTIGHT.

SEND FOR SAMPLES AND PRICES

TO THE SOLE AGENTS:

THE UNITED ASBESTOS

ORIENTAL AGENCY, LTD.

DODWELL & CO., LTD.

General Managers.

15 YEARS

RECORD FOR DURABILITY AND EFFICIENCY.

LIGHT-WEIGHT AND WATERTIGHT.

SEND FOR SAMPLES AND PRICES

TO THE SOLE AGENTS:

THE UNITED ASBESTOS

ORIENTAL AGENCY, LTD.

DODWELL & CO., LTD.

General Managers.

15 YEARS

RECORD FOR DURABILITY AND EFFICIENCY.

LIGHT-WEIGHT AND WATERTIGHT.

SEND FOR SAMPLES AND PRICES

TO THE SOLE AGENTS:

THE UNITED ASBESTOS

ORIENTAL AGENCY, LTD.

DODWELL & CO., LTD.

General Managers.

15 YEARS

RECORD FOR DURABILITY AND EFFICIENCY.

LIGHT-WEIGHT AND WATERTIGHT.

SEND FOR SAMPLES AND PRICES

TO THE SOLE AGENTS:

THE UNITED ASBESTOS

ORIENTAL AGENCY, LTD.

DODWELL & CO., LTD.

General Managers.

15 YEARS

RECORD FOR DURABILITY AND EFFICIENCY.

LIGHT-WEIGHT AND WATERTIGHT.

SEND FOR SAMPLES AND PRICES

TO THE SOLE AGENTS:

THE UNITED ASBESTOS

ORIENTAL AGENCY, LTD.

DODWELL & CO., LTD.

General Managers.

15 YEARS

RECORD FOR DURABILITY AND EFFICIENCY.

LIGHT-WEIGHT AND WATERTIGHT.

SEND FOR SAMPLES AND PRICES

TO THE SOLE AGENTS:

THE UNITED ASBESTOS

ORIENTAL AGENCY, LTD.

DODWELL & CO., LTD.

General Managers.

15 YEARS

RECORD FOR DURABILITY AND EFFICIENCY.

LIGHT-WEIGHT AND WATERTIGHT.

SEND FOR SAMPLES AND PRICES

TO THE SOLE AGENTS:

THE UNITED ASBESTOS

ORIENTAL AGENCY, LTD.

DODWELL & CO., LTD.

General Managers.

15 YEARS

RECORD FOR DURABILITY AND EFFICIENCY.

LIGHT-WEIGHT AND WATERTIGHT.

SEND FOR SAMPLES AND PRICES

TO THE SOLE AGENTS:

THE UNITED ASBESTOS

ORIENTAL AGENCY, LTD.

DODWELL & CO., LTD.

General Managers.

15 YEARS

RECORD FOR DURABILITY AND EFFICIENCY.

LIGHT-WEIGHT AND WATERTIGHT.

SEND FOR SAMPLES AND PRICES

TO THE SOLE AGENTS:

THE UNITED ASBESTOS

ORIENTAL AGENCY, LTD.

DODWELL & CO., LTD.

General Managers.

15 YEARS

RECORD FOR DURABILITY AND EFFICIENCY.

LIGHT-WEIGHT AND WATERTIGHT.

SEND FOR SAMPLES AND PRICES

TO THE SOLE AGENTS:

THE UNITED ASBESTOS

ORIENTAL AGENCY, LTD.

DODWELL & CO., LTD.

General Managers.

15 YEARS

RECORD FOR DURABILITY AND EFFICIENCY.

LIGHT-WEIGHT AND WATERTIGHT.

SEND FOR SAMPLES AND PRICES

TO THE SOLE AGENTS:

THE UNITED ASBESTOS

ORIENTAL AGENCY, LTD.

DODWELL & CO., LTD.

General Managers.

15 YEARS

RECORD FOR DURABILITY AND EFFICIENCY.

LIGHT-WEIGHT AND WATERTIGHT.

A STATE ADVANCING BY LEAPS AND BOUNDS.

New South Wales has entered upon an era of solid prosperity, and is advancing by leaps and bounds. The value of her products won from the soil in the season just closed, was £40,000,000—a remarkable achievement for slightly over 1,500,000 of people—a result per head not attained by any other country outside Australia. Her trade, for the same period, was £20,000,000, or £40 per head, which is nearly double that of any other country in the world. In thirty-five years the trade of New South Wales has increased four-fold, her revenue five-fold, her railway earnings ten-fold, and her population three-fold. Great development is taking place along the whole range of the agricultural, pastoral, and industrial activities of the State; and this development and expansion will provide improved home-markets and increased facilities for reaching the foreign consumer. Every immigrant who takes up land and enters upon the work of production pushes upon the material prosperity of the State, in which he himself shares. Though the pastoral and agricultural industries are by far the most valuable in the State, there are other resources of the most important character, which have a considerable influence upon the fortunes of the country.

The mineral resources of the State are almost boundless. There are limitless coal-fields, both on the coast and inland; immense iron deposits; the marvellous silver-sulfide lodes of Broken Hill, the wealth of which is fabulous; rich copper and tin ores, distributed over very wide areas; several important gold-fields; opal and diamond mines; and some of the choicest marbles in the world. Other valuable minerals found in the State include platinum, cobalt, nickel, manganese, antimony, koro-ase shale, emeralds, turquoise, and sapphires. During 1906 the value of the minerals won in New South Wales was £6,812,120, this being an increase of £592,075 over the return for the previous year.

So far as the manufacturing industries are concerned, the great coal-fields of New South Wales, lying close to splendid seaports, make it imperative that in time the State will be the greatest manufacturing centre of Australasia. Already the iron trade, owing to the progressive policy of the present Government, being placed on a thoroughly sound basis; and with iron and coal in abundance, and a most diversified range of raw materials, natural and produced, New South Wales must become one of the great manufacturing countries of the world. In 1905 the value of raw materials was increased locally by manufacture by over £10,000,000.

The timber resources of the State are exceedingly valuable, and a great industry will be built upon them. The hardwoods of the State are superior to most other for wood-paving purposes, and have earned world-wide reputation. There is a considerable export trade now in existence, and there is great promise of expansion, because timber is falling in favour of the New South Wales woods. The more the outside world knows of them, the greater becomes the demand, and the more prosperous grows the timber trade of the State. Nearly all the varieties of New South Wales hardwoods have a greater strength than the English oak, and the grey timber has a resistance considerably superior to teak. The forests are in the charge of a Government Department, and the industry is also being fostered. A vast field of enterprise is also awaiting exploitation in connection with New South Wales' fisheries, and experts estimate that most profitable industry could be established in this direction, both for the home supply and for export. The waters along the 700 miles coast-line of New South Wales simply teem with fish of the most valuable kinds; but, so far, practically no endeavour has been made to utilise this immense natural food supply, in 1904 frozen and preserved fish to the value of £782,000 having been imported into New South Wales.

To Let.

TO LET ON LEASE.

From 1st JANUARY, 1907.

No. 6, 8, 10, 12 and 14, HOLLYWOOD ROAD.
Nos. 1, 2, 3, 4 and 5, SUN WAI LANE.
Apply to
ARIAHOTOON V. APCAR & CO.,
48, Wyndham Street.
Hongkong, October 24, 1906.

TO LET.

No. 4, CONDUIT ROAD, 5 Rooms with Photographer's Dark Room. Newly done up, healthy locality. Fine view of the Harbour, with immediate possession.
"NORMAN COTTAGE," West, Pear Road; 5 ROOMS, fully furnished, 2 Bath rooms. Possession from 1st December, 1906. Low Rent.
"HARPERVILLE," GARDEN ROAD, 6 Rooms with Tennis Court and detached Servants' Quarters. Possession from 1st Jan., 1907.
Apply to
EROT SMITH & SETH,
Accountants, Auditors, etc.,
8, QUEEN'S ROAD CENTRAL,
Hongkong, December 13, 1906.

A HISTORY OF UNION CHURCH.

BY Rev. G. H. BONDFIELD and Dyer Ball, M.R.A.S.
Edited by Rev. C. H. HICKLING.
To be had at the CHINA MAIL Office,
5, Wyndham Street.

Price

..... \$1.00.

To Let.

TO LET.

A HOUSE in KNUTSFORD TERRACE, KOWLOON,
Apply to
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, August 1, 1906.

TO LET.

No. 1, WEST END TERRACE, SHAMBLES, CANTON.
Apply to
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, December 10, 1906.

TO LET.

IMMEDIATE POSSESSION.
No. 4, MOSQUE JUNCTION. Rent
£15.00.
Apply to
LOWE & BINGHAM,
St. George's Buildings,
Hongkong, December 22, 1906.

TO LET.

2ND FLOOR, No. 12, QUEEN'S ROAD CENTRAL, GREEN-ORFET, GARDEN ROAD, Kowloon.
Apply to
LEIGH & ORANGE,
1, Des Voeux Road,
Hongkong, January 9, 1907.

TO LET—AT THE PEAK.

A SMALL BUNGALOW containing one Large Room, Dressing-Room, Bath-Room, Kitchen, and Servants' Quarters. Close to Tram Station.
Apply to
Care of "CHINA MAIL" Office.
Hongkong, January 4, 1907.

TO LET.

THE Premises known as No. 189, WANCHAII ROAD, now occupied by Messrs. MACDONALD & CO.'s Engineering Works. Possession, 1st February, 1907.
Apply to
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, January 4, 1907.

TO LET.

TWO FOUR-ROOMED HOUSES, at PRAYA East, near East Point.
Apply to
JARDINE, MATHESON & CO.,
Hongkong, January 3, 1906.

TO LET.

ONE OFFICE ROOM on Second Floor, Prince's BUILDINGS.
Apply to
REUTER, BROCKELMANN & CO.,
Hongkong, January 5, 1907.

TO LET—(WELL FURNISHED).

BIRNAM BRAE, CONDUIT ROAD, EIGHT-roomed House—Billiard Room, 12, with full-size Table, 8 Bathrooms, Drying Room, Store-room and Pantry. Good Tennis Lawn, Electric Light and Bells, and a Telephone. For 6 or 8 months, from 1st April.
Apply to
"G. M. B."
Care of "CHINA MAIL" Office.
Hongkong, January 4, 1907.

TO LET.

A HOUSE in WONG NEI CHONG ROAD, OFFICES in KING'S BUILDING and WORK BUILDING, GODOWNS ON PRAYA EAST.
A HOUSE in CLIFTON GARDENS, Conduit Road.
A HOUSE in RIFON TERRACE, FLATS in MORION TERRACE, RANFORLY, Conduit Road.
Apply to
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, December 11, 1906.

TO LET.

FROM 1st DECEMBER, 1906.

YALTA, MOUNT KELLET, PEAK.
Apply to
HARRY WICKING & CO.,
St. George's Buildings,
Hongkong, November 3, 1906.

TO LET.

FULLY FURNISHED—FROM APRIL 15TH.

ALVEDENA—Barker Road, the Peak. Seven Rooms, with ample Bath and Dry Rooms.
Apply to
J. S. VAN BUREN
SO NIPPON YOKO KAISHA,
Hongkong, January 3, 1907.

TO BE LET—FURNISHED.

FROM the 2nd week in April next
F "IAN MOR" PEAK ROAD, Six good Rooms, 3 Bath Rooms, Drying and Store Rooms, grass tennis court. Moderate rental to good tenant.
Apply to
HUMPHREYS ESTATE & FINANCE CO., LTD.
Hongkong, December 18, 1906.

TO LET.

CAMERON VILLAS, PEAK,
73, WINDHAM STREET.
DEAGNOLE, ARBOLE, Nine Shops, Office and Dwelling House, etc.
16, Queen's Road Central, Top Floor (over Collyer, Messrs. & Co.)
17A, Queen's Road Central, Rooms on First Part, Top Floor (over Acheson & Co.)

DEFLIO'S TERRACE HOUSES, Robinson Road.
No. 4, CONDUIT ROAD.
GLENWOOD, Castle Road, suitable for Boarding House or Club.

TO LET OR FOR SALE.
New House on MOUNT KELLET, 5 ROOMS, on Royal Building Lot No. 117, ARDSHEAD, No. 111, PEAK (FURNISHED) from 1st March, 1906, for about 20 months.

No. 8 and 9, ARBUTHNOT ROAD.
Apply to
LINSTEAD & DAVIS,
3rd Floor, Alexandra Building,
Hongkong, January 3, 1907.

1716

Shipping.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

PROPOSED SAILINGS OF MAIL STEAMERS

FOR MARSEILLES & LONDON,

TAKING PASSENGERS ALSO FOR COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c. THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK

STEAMERS TO COLOMBO, MARSEILLES & LONDON

2 (or earlier) DATES AT WHICH STEAMERS WILL CALL

DUE AT MARSEILLES (Brindisi) 1 day later

DUE AT PLYMOUTH (London) 1 day later

TONS NOON SAT'DAY TONS SAT'DAY

SIMLA.....6000 Jan. 12, 1907 CHINA.....8000 Saturday, 1907

AROADA.....7000 Jan. 23 CHINA.....8000 Feb. 9

DELTA.....8000 Feb. 9 INDIA.....9000 Feb. 13

DEVANHA.....8000 Feb. 23 BRITANNIA.....7000 Mar. 9

DELHI.....8000 Mar. 9 MANORA.....10500 Apr. 6

MACEDONIA 10500 Mar. 23 Thru to MARSEILLES & LONDON

Marsella & London

TUESDAY, 1907

TONS NOON SAT'DAY TONS SAT'DAY

MALTA.....6000 Apr. 6 MOULDAVIA.....10000 May 4

AROADA.....7000 Apr. 21 RUMELIA.....7000 May 18

DELTA.....8000 May 4 VICTORIA.....7000 June 1

DEVANHA.....8000 May 18 INDIA.....8000 June 15

MACEDONIA 10500 April 24

Marsella & London

TUESDAY, 1907

TONS NOON SAT'DAY TONS SAT'DAY

MANILA.....5000 Jan. 18 CHINA.....10000 May 11

JAVA.....5000 Jan. 30 INDIA.....10000 May 25

NYANZA.....7000 Feb. 27 BRITANNIA.....7000 June 8

MANILA.....5000 Mar. 27 MANORA.....10500 June 22

MACEDONIA 10500 April 24

Marsella & London

TUESDAY, 1907

TONS NOON SAT'DAY TONS SAT'DAY

MANILA.....5000 Jan. 27 CHINA.....10000 May 13

JAVA.....5000 Feb. 27 INDIA.....10000 May 27

NYANZA.....7000 April 10 CHINA.....10000 June 10

MANILA.....5000 April 24 INDIA.....10000 June 10

MACEDONIA 10500 April 24

Marsella & London

TUESDAY, 1907

TONS NOON SAT'DAY TONS SAT'DAY

MANILA.....5000 Jan. 27 CHINA.....10000 May 13

JAVA.....5000 Feb. 27 INDIA.....10000 May 27

NYANZA.....7000 April 10 CHINA.....10000 June 10

MANILA.....5000 April 24 INDIA.....10000 June 10

MACEDONIA 10500 April 24

Marsella & London

TUESDAY, 1907

TONS NOON SAT'DAY TONS SAT'DAY

MANILA.....5000 Jan. 27 CHINA.....10000 May 13

JAVA.....5000 Feb. 27 INDIA.....10000 May 27

NYANZA.....7000 April 10 CHINA.....10000 June 10

MANILA.....5000 April 24 INDIA.....10000 June 10

MACEDONIA 10500 April 24

Marsella & London

TUESDAY, 1907

TONS NOON SAT'DAY TONS SAT'DAY

MANILA.....5000 Jan. 27 CHINA.....10000 May 13

JAVA.....5000 Feb. 27 INDIA.....10000 May 27

NYANZA.....7000 April 10 CHINA.....10000 June 10

MANILA.....5000 April 24 INDIA.....10000 June 10

MACEDONIA 10500 April 24

Marsella & London

TUESDAY, 1907

TONS NOON SAT'DAY TONS SAT'DAY

MANILA.....5000 Jan. 27 CHINA.....10000 May 13

JAVA.....5000 Feb. 27 INDIA.....10000 May 27

NYANZA.....7000 April 10 CHINA.....10000 June 10

MANILA.....5000 April 24 INDIA.....10000 June 10

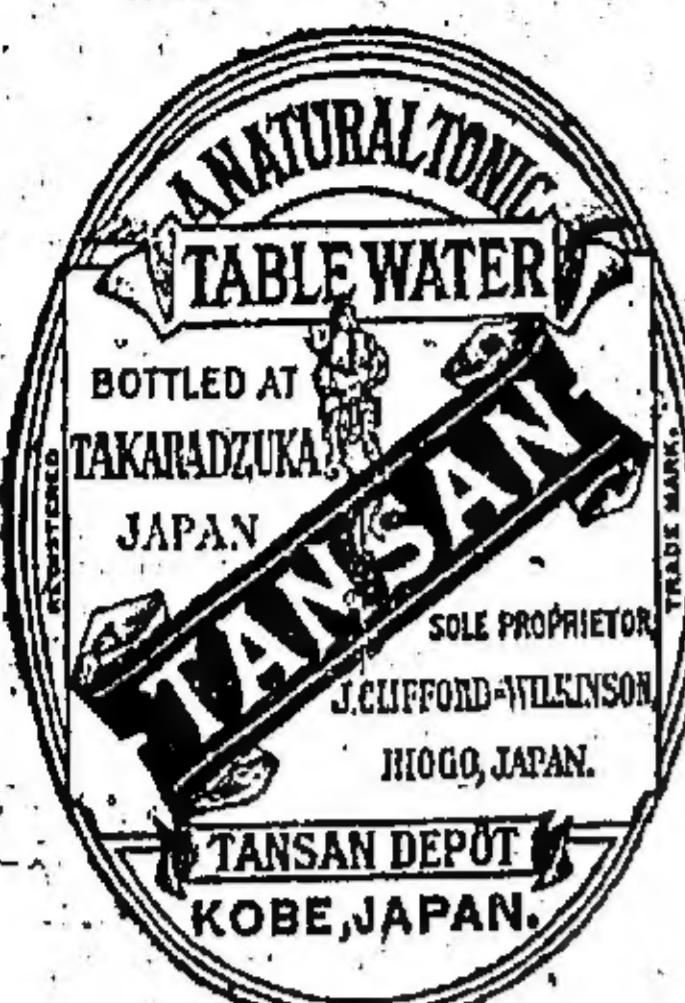
MACEDONIA 10500 April 24

Marsella & London

TUESDAY, 1907

TONS NOON SAT'DAY TONS

THE ORIGINAL



BOTTLED BY THE
CLIFFORD-WILKINSON
Tansan Mineral Water
Co., Ltd.,
KOBE
THE FAVOURITE MINERAL
WATER.

Per Case of 48 Pints 26.50
Per Dozen Pints 21.70
Per Case of 100 Spuds 25.00
Per Dozen Spuds 21.15

GINGER ALE

Experts Testify That

TANSAN MAKES THE MOST
WHOLESALE AND
PALATABLE

GINGER ALE
IN THE WORLD.

Per Case 48 Pints 27.75
Per Dozen Pints 21.95
Per Case of 100 Spuds 25.25
Per Dozen Spuds 21.50

SAMPLES ON APPLICATION

5% DISCOUNT ALLOWED
UNTIL FURTHER NOTICE.

SOLE AGENTS:

H. PRICE & CO.,
Wine and Spirit Merchants,
19, QUEEN'S ROAD CENTRAL.

POWELL'S
FOR

FASHIONABLE
DRESSMAKING

and

UP-TO-DATE

MILLINERY

Moderate Charges.

Wm. POWELL, Ltd.,
ALEXANDRA
BUILDINGS

AGENTS FOR THE CHINA MAIL.

LONDON: F. ALDAM, 11 & 12, Clement's Lane; LONDON STREET, E.C.; CLARKE, SON & PLANT, 88 Grosvenor St.; E. SPARKS & CO., LTD., 30, CORNWALL, GORDON & GOWEL, 15 St. Bride St.; E.O. BATES, HINDY & CO., 81, CANTON STREET; E.G. WILDE, LTD., 161, CANTON STREET; E.C. ROBERT WATSON, 159, Fleet Street; C. MITCHELL & CO., Snow Hill, Holborn Viaduct; E.O. D. J. KEYMER & CO., 1, Whitefriars St.; E.C. MATHER & CLOWDER, 10, 11, 12, New Bridge St.; E.C. MILTON & CO., 22, Glasshouse St.; Regent St., W.

PARIS AND EUROPE: — MAYER, FAURE & CO., 18 Rue de la Grange Bateliere, Paris; — The Rev. Dr. HART, D.O.L., 18 Rue Vivienne, Paris.

NEW YORK: — THE CHINESE EXCHANGE, OFFICE, 22, West 22nd Street.

SAN FRANCISCO AND AMERICAN PORTS generally: — DIAH & BLACK, San Francisco.

AUSTRALIA, TASMANIA, AND NEW ZEALAND: — GORDON & GOWEL, Melbourne and Sydney.

CHILE: — W. M. SHAW & CO., THE ANGLO-CHILEAN CO., Colonia.

The
SAVOY,
LIMITED.

S. MOUTRIE & Co.,
LIMITED.

Have established a reputation
of over 11 years as First-
Class PIANO MANU-
FACTURERS and are
nowable to supply Pianos
unsurpassed for perfec-
tion of TONE and TOUCH
and they are not affected
by any Climate.

PRICES FROM

\$340.

SOLE AGENTS FOR THE
LEADING EUROPEAN
MANUFACTURERS.

S. MOUTRIE & Co., Ltd.

YORK BUILDINGS, CHATER ROAD.

Hongkong, October 9, 1896.

13

HABERDASHERS.

CANTON

EMBROIDERIES.

THE SAVOY, Ltd.

13, QUEEN'S ROAD,

HONGKONG.

CHS. J.

GAUPP & Co.

WATCHMAKERS,
JEWELLERS and
OPTICIANS.

Alexandra Buildings, Chater Rd.

HAVE JUST RECEIVED A SPLENDID
SELECTION OF

HIGH-CLASS
ENGLISH JEWELLERY

— DIAMONDS,
EMERALDS,
RUBIES, AND
SAPPHIRES.

GOLD & SILVER WARE.

HIGH GRADE ENGLISH & SWISS
GOLD & SILVER WATCHES.

CLOCKS & OPTICAL GOODS

suitable for
CHRISTMAS and WEDDING
PRESENTS.

All goods marked at present RATE OF
EXCHANGE; old stock reduced in price
accordingly.

Hongkong, December 5, 1896.

2343

THE WELDON HOUSE,
LIMITED.

ARE SHOWING

LADIES' JAPANESE EMBROIDERED MORNING GOWNS AND JACKETS, HATS, HATS (Paris Model) of the latest Fashion, also XMAS GOODS including TOM SMITH'S CRACKERS, TOYS, &c. &c.

Every Convenience in the

DRESSMAKING DEPARTMENT.

HATS remodeled and made to Order.

INSPECTION CORDIALLY INVITED.

10, DAGULAR STREET,

HONGKONG.

Hongkong, November 21, 1896.

2061

DON'T FORGET

TO ORDER THE

OVERLAND

CHINA MAIL

BEFORE GOING HOME.



A. S. WATSON

& Co., Ltd.

ESTABLISHED A.D. 1831.

WINE & SPIRIT MERCHANTS.

ESTABLISHED A.D. 1831.

13, QUEEN'S ROAD,

HONGKONG.

MESSRS C. G. SANDEMAN

SONS & CO.

London, Oporto and Xeres.

PORTS.

Per Case

DOURO \$15.00

OLD TAWNY 18.00

INVALID 18.00

ESTRELLA 24.00

FIVE DIAMOND 27.00

VERY OLD TAWNY 42.00

OLDEST & FINEST 50.00

SHERRIES.

Per Case

LIGHT DRY \$13.00

SOLERA 18.00

VERY PALE DRY 18.00

FULL GOLDEN 21.00

PALE DRY NUTTY 24.00

FINE OLD BROWN 36.00

A. S. WATSON & CO.,

LIMITED.

AGENTS.

ALEXANDRA

BUILDINGS.

Hongkong, 3rd January, 1896.

THE CHINA MAIL.

MARRIAGE.
HIMMING-WALKS.—On 11th Dec., at
London, A. V. HIMMING, R.N.R., to
MARY, ETHEL, daughter of late C. P.
WALKS, of Foochow.

MEMOS. FOR TOMORROW.

Auctions.
11 a.m.—Auction of 223 Pola, David Cor-
sar & Sons, Danvers, at Mr. Geo. P.
Lammet's Sale Rooms.

Amusements.

8 p.m.—Performance at City Hall.
Miscellaneous.
Goods per Japan undelivered after 4
p.m., this date will be landed.

General Memoranda.

SATURDAY, January 12.—
2.30 p.m.—Auction of Silver & Ivory
Ware, at No. 4, Queen's Road Central.

SUNDAY, January 13.—
Goods per Java not cleared at 4 p.m.
on this date subject to rent.

MONDAY, January 14.—
5.30 p.m.—Meeting of Etonian Club
Lodge, at 10, Queen's Road Central.
Goods per Japan undelivered after this
date at noon will be subject to rent
and landing charges.

TUESDAY, January 15.—
11 a.m.—Auction of Wines and Spirits,
at Messrs Hughes & Hougs Sales
Rooms.
Goods per Arcadia not cleared at 4 p.m.
on this date subject to rent.

THURSDAY, January 17.—
Neon.—Auction of Steam Launch Yut
Sun, on Board.

FRIDAY, January 18.—
9.15 p.m.—Hongkong Philharmonic So-
ciety's Concert at City Hall.

TUESDAY, January 22.—
2.15 p.m.—Meeting of His Majesty's
Justices of Peace at Magistracy.

SATURDAY, January 26.—
11 a.m.—Auction of Steam Launch Yut
Sun, on Board.

SUNDAY, January 27.—
11 a.m.—Auction of Steam Launch Yut
Sun, on Board.

MONDAY, January 28.—
11 a.m.—Auction of Steam Launch Yut
Sun, on Board.

TUESDAY, January 29.—
11 a.m.—Meeting of His Majesty's
Justices of Peace at Magistracy.

FRIDAY, January 30.—
11 a.m.—Auction of Steam Launch Yut
Sun, on Board.

SATURDAY, January 31.—
11 a.m.—Auction of Steam Launch Yut
Sun, on Board.

SUNDAY, February 1.—
11 a.m.—Auction of Steam Launch Yut
Sun, on Board.

MONDAY, February 2.—
11 a.m.—Auction of Steam Launch Yut
Sun, on Board.

TUESDAY, February 3.—
11 a.m.—Auction of Steam Launch Yut
Sun, on Board.

FRIDAY, February 6.—
11 a.m.—Auction of Steam Launch Yut
Sun, on Board.

SATURDAY, February 7.—
11 a.m.—Auction of Steam Launch Yut
Sun, on Board.

SUNDAY, February 8.—
11 a.m.—Auction of Steam Launch Yut
Sun, on Board.

MONDAY, February 9.—
11 a.m.—Auction of Steam Launch Yut
Sun, on Board.

TUESDAY, February 10.—
11 a.m.—Auction of Steam Launch Yut
Sun, on Board.

FRIDAY, February 13.—
11 a.m.—Auction of Steam Launch Yut
Sun, on Board.

SATURDAY, February 14.—
11 a.m.—Auction of Steam Launch Yut
Sun, on Board.

SUNDAY, February 15.—
11 a.m.—Auction of Steam Launch Yut
Sun, on Board.

MONDAY, February 16.—
11 a.m.—Auction of Steam Launch Yut
Sun, on Board.

TUESDAY, February 17.—
11 a.m.—Auction of Steam Launch Yut
Sun, on Board.

FRIDAY, February 20.—
11 a.m.—Auction of Steam Launch Yut
Sun, on Board.

SATURDAY, February 21.—
11 a.m.—Auction of Steam Launch Yut
Sun, on Board.

SUNDAY, February 22.—
11 a.m.—Auction of Steam Launch Yut
Sun, on Board.

MONDAY, February 23.—
11 a.m.—Auction of Steam Launch Yut
Sun, on Board.

TUESDAY, February 24.—
11 a

THURSDAY, JANUARY 10, 1907.

BY TELEGRAPH, BY TELEGRAPH.

JAPAN'S MILITARY.

REVIEW AT TOKYO.

(From Our Correspondent.)

SHANGHAI, January 9.
A military review was held in Tokyo yesterday, at which the Emperor of Japan was present.

THE OPIUM TRADE.

BRITISH IMPORTERS AND COMPENSATION.

(From Our Correspondent.)

SHANGHAI, January 9.
The British Minister at Peking (Sir John Jordan) has asked the Waiwupu whether China is prepared to pay an indemnity to the British importers of Indian Opium who are affected by the prohibition of further imports.

THE VALUE OF THE TRADE.

(From Our Correspondent.)

SHANGHAI, January 10.
British merchants, who are seeking an indemnity from China, state the export of opium in 75,000 chests yearly and is valued at £2,700,000, enormous stocks being held at Hongkong and Shanghai.

A MEASURE OF PROHIBITION.

The Peking Government is asking the view of Tuan Fang and Chang Chih Tung with regard to the introduction of a measure to prohibit the importation of opium.

MANCHURIA.

CHINA'S PREDICAMENT.

(From Our Correspondent.)

SHANGHAI, January 10.
Prince Tsatschen has proposed to submit the Manchurian question to International Arbitration.

America has replied that it is inconvenient to express any views on the subject until the Russo-Japanese terms of evacuation expire.

Other powers have not yet replied.

MANCHURIAN CUSTOMS.

SETTLEMENT IN THE NORTH.

(From Our Correspondent.)

SHANGHAI, January 10.
Russia and China have concluded the negotiations regarding the Customs question in North Manchuria.

THE DUKE OF CONNAUGHT.

ORDERS FOR VICEROY CHOUFU.

(From Our Correspondent.)

SHANGHAI, January 10.
The Waiwupu has ordered Viceroy Choufu to welcome the Duke of Connaught and party upon arrival.

SECRET SOCIETIES.

APPREHENSION AT PEKING.

(From Our Correspondent.)

SHANGHAI, January 9.
Chinese visiting Peking at the present time are being kept under strict supervision, the reason being that the Central Government has learned that large numbers of Secret Society members are leaving the Yangtze for the Capital.

THE NEW HEBRIDES.

BLUE BOOK ATTRACTS ATTENTION.

(Exclusive Service, supplied by Reuter, via Bombay.)

LONDON, January 9.

The New Hebrides Blue Book is attracting general attention, partly on account of the Earl of Elgin emphasizing his fears of undesirable complications arising through the intervention of a third power and partly owing to the vigorous tone adopted in the protest of the Commonwealth Government, which complained of being left uninformed as to the progress of negotiations.

A CHINESE LOAN.

(Exclusive Service, supplied by Reuter, via Bombay.)

LONDON, January 9.

It is expected that a loan will be raised by China shortly for railway purposes.

GERMAN POLITICS.

ASSEMBLY OF PRUSSIAN DIET.

(Exclusive Service, supplied by Reuter, via Bombay.)

LONDON, January 9.

The Prussian Diet has been opened. A new bill has been introduced with the object of strengthening the German element in Polish provinces.

Hopes were freely expressed that the Prussian Diet, which has met at a serious moment, will support the Government's efforts to consolidate affairs.

[REUTER'S SERVICE.]

GERMANY AND UNITED STATES.

LONDON, January 8.

The Kaiser has sent an official, at his own expense, to investigate the commercial and financial conditions of the United States.

The Emperor is also sending a staff of officers to study the people and the country.

RUSSIA AND JAPAN.

LONDON, January 8.

The Standard is authoritatively informed that the prospects of the conclusion of the Russo-Japanese fishery negotiations are satisfactory.

GREAT BRITAIN AND RUSSIA.

LONDON, January 8.

The postponed Anglo-Russian entente will be concluded immediately on the settlement of the Russo-Japanese negotiations.

Russia and Great Britain have already agreed upon a common policy in Persia in the event of the death of the Shah.

THE BRITISH FLEETS.

LONDON, January 8.

The Daily Chronicle learns officially that the reconstruction of the British fleet, as described in the Daily Mail, is merely a transference of ships, in view of the formation of the Home fleet.

The number of ships and men afloat will not be reduced.

LATE TELEGRAMS.

SOLDIERS HOLD CONSTANTINOPLE.

LONDON, January 9.

A message from Constantinople states that two soldiers connected with the Imperial Guards kept the whole of the population at bay yesterday. They stopped the entire traffic between Galata and Stamford by drawing their carbines and threatening to kill passers-by. The parades thus caused in business late two hours, however, neither the troops nor the police were authorised to arrest the men.

Eventually, the men surrendered to their own Officers.

THE ABYSSINIAN THRONE.

King Menelik formally denies having nominated a successor to the Abyssinian Throne.

MUTINIOUS SOLDIERS.

A Court-martial at Tientsin, 232 men of the Siam regiment were charged with mutiny and murdering the Commander. Seven received heavy sentences, four in 12 years' penal servitude, 142 were ordered light punishment, and 53 were acquitted.

Chinese visiting Peking at the present time are being kept under strict supervision, the reason being that the Central Government has learned that

AN UNJUDGED BYE ON GERMANY.

(Contributed.)

III.

had better reconsider their position in Germany; drinking water is not a rule anywhere equal to Caesar's wife; in some towns it is downright indecent to drink the water provided in the bedroom coffee.

England—such happy land however, has within recent years evolved a Boots—might well copy Germany in the matter of cheap drugs. Quite a fashionable chemist will sell you a penitryworth of glycerine or benzine, including bottle, and will thank you for your custom. At any chemist you can get ten sticks of Vanilla for the price of one stick in the British Isles. Probably the average price for all drugs is twice as much below Boots as Boots is below the oldtime non-cash druggist. Moreover German druggists are trustworthy; their technical and scientific training gives you confidence, and there is certainly in my absence of "wohling" and flurried thinking; where things are and what the price is, that makes you feel sure that you are going to be strayed by mistake. There is a terribly heavy load on foreign patents and all German drugs are half effective and obtrusive; in particular the horrible paper littering which—especially on Sunday—spoils the looks of our busy mercantile cities even of the residential streets therein is reduced to a minimum. Metal baskets for waste paper are liberally distributed, and street spitting seems to have practically disappeared without there being any further necessity for public notices except in trains, railway carriages and a few other places. The people are all well dressed; the "working man" is as rule "dry" and neat, almost never greasy. Nobility, and tattooed. Touching the great labour centres however, where coal and iron are handled, I am not yet prepared to speak. Rational and sustained conversation is more commonly indulged in than with us; a man takes pleasure in talking to his own wife; a father to his son; friends to each other; besides there is an air of mutual attention; the British habit of looking idly round to stare and of criticising neighbours in an undertone are replaced by an agreeable all-round feeling that no one is looking at you; that persons are all minding their own business, that no one is putting on "side."

It cannot be said that the Germans are either a good looking or a shapely race—the potations of beer and the presumable absence of out of door exercise give a potbellied look to most middle-aged men, and even to many young ones. The women are rarely smart; and both sexes are as badly off for taste as ourselves; but, for all that, feminine dress is improving, and there is no suggestion of extravagant waste about it; and the men's clothes are as well cut as those figures will allow. In a word the general average is good, respectful and tidy. The "swells" are not so well groomed as the first class British master; on the other hand the cheap tawdiness and slovenly walk of the British "lower classes" are not in evidence; the contrasts are not so painful; bluntness, profanity and vulgarity are absent. The general bearing is thoughtful, considerate, polite, and reasonable. In this matter the great middle class masses of Germany are certainly at the head of civilisation: the Swedes and the Danes are the only two other nations whose civilian manners have attained such a high level of decency, good sense and order. "Arry and "Arrist" need to be reformed with us.

Hotels in Germany are not above charging British fancy prices for foreign wines; but local wines are invariably drinkable, not to say good, often cheap, especially in restaurants (as distinct from the more formal table d'hôte) and always reasonable. In a broad sense wine has become impossible, except to a rich man, in England. Cigars are cheap in Germany and if they possess no great flavour, they are at least harmless; the vile cheap British cigar and the ubiquitous rubishy American cigarette are never or rarely met with; nor are small boys over seen smoking. For a good Havana cigar you must pay almost as much as in England. Women are not often seen smoking cigarettes in the numerous beer and music gardens; it is quite the exception. The old China pipe which forty years ago was the insuperable companion of every German workman has now almost disappeared; it is curious to crossing from Saxony into Bohemia or Moravia to notice the reappearance amongst Czechs and other Slavs on a wholesale scale. Germans themselves are too busy nowadays to stand about smoking a huge pipe with their hands in their pockets. Healthy activity, regular employment, and hard labour are the chief externalities, whatever horrors statisticians may discover inside the social system.

There are many more pleasure streets in the chief German cities than in the British towns of the same size. In London and Paris there are of course many centres where fashion may parade. In Liverpool, Manchester and Glasgow, after a half mile walk in a straight line, or along one or two parallel or cross streets, covering a quarter mile, no lady on shopping bent care to explore further. Our large cities are all sordid in appearance except at one centre—in the large German town one might strike out in any direction—the window dressing streets are numerous and interesting, the suburbs are clean and usually pleasing to the eye—or at least not distressing to the tones of good taste. Wealth is perhaps less fitting (except in Berlin and Hamburg) but there is more civilization. In the sanitary arrangements the German towns usually grouped us under the head of "toilet." The Germans must look to their laurels. The very best hotels are, of course, above suspicion; but there is considerable laxity elsewhere, especially in railway stations, smaller restaurants, beer gardens, etc. The underground system now so well established in England, is as yet totally unknown; water-fushing is usually illiberal and exceptionally poor provision is made for ladies; even in the best hotels this is often so. As a rule water-drinkers

had better reconsider their position in Germany; drinking water is not a rule anywhere equal to Caesar's wife; in some towns it is downright indecent to drink the water provided in the bedroom coffee.

England—such happy land however, has within recent years evolved a Boots—might well copy Germany in the matter of cheap drugs. Quite a fashionable chemist will sell you a penitryworth of glycerine or benzine, including bottle, and will thank you for your custom. At any chemist you can get ten sticks of Vanilla for the price of one stick in the British Isles. Probably the average price for all drugs is twice as much below Boots as Boots is below the oldtime non-cash druggist. Moreover German druggists are trustworthy; their technical and scientific training gives you confidence, and there is certainly in my absence of "wohling" and flurried thinking; where things are and what the price is, that makes you feel sure that you are going to be strayed by mistake. There is a terribly heavy

SPORTING.

Hockey.

HONGKONG & 119TH INFANTRY.

An interesting Hockey match, which attracted a large number of spectators, took place at Happy Valley yesterday between the 119th Infantry and the Hongkong Hockey Club. The teams were:

119TH INFANTRY: Goal, (119th Infantry, man) backs: Major Lewis and Arjan Laknak; halves: Lt. Stanton, Captain Adamson and Imauk Rejnak; forwards, Lieut. Lecky, Abdul Shukur, Captain Krikkenbeck, Fata Khan and Sacaram.

HONGKONG CLUB: Rev. G. G. Scoville, goal; L. Murphy (capt.) and J. P. Mc Gillivray, backs; C. P. Chater, T. C. Gray and another, halves; J. Cooper, H. G. O. Bailey, L. G. Bird, R. F. C. Master and C. J. Satterwhite, forwards.

From the opening the Hongkong Club went into the attack, good play by Cooper, Bailey and Master taking the ball well down field. When close to goal both Bird and Master had opportunities, but the good defence drove them back. Lecky, however, was not so prompt as the Annaburra. Lugga, a seldom gets lost, or goes seriously wrong, but it often gets into a tight corner, and he makes you feel that he is.

The British railway guard cannot be beaten or even equalled for civility and politeness; but the German railway officials are often very kind and willing to stretch a point and to take trouble so far as their cast-iron regulations will allow; nor do they hang about for tips. There is more paper work than with us; one guard cannot manage a train; there seem to be at least two assistants; and these three are always taking notes, examining lists and generally worrying about formalities which an English guard ignores. The bags, arrangements are effective, but the Auszubruck is not so prompt as the Annaburra. Lugga, a seldom gets lost, or goes seriously wrong, but it often gets into a tight corner, and he makes you feel that he is.

The British railway guard cannot be beaten or even equalled for civility and politeness; but the German railway officials are often very kind and willing to stretch a point and to take trouble so far as their cast-iron regulations will allow; nor do they hang about for tips. There is more paper work than with us; one guard cannot manage a train; there seem to be at least two assistants; and these three are always taking notes, examining lists and generally worrying about formalities which an English guard ignores. The bags,

arrangements are effective, but the Auszubruck is not so prompt as the Annaburra. Lugga, a seldom gets lost, or goes seriously wrong, but it often gets into a tight corner, and he makes you feel that he is.

The British railway guard cannot be beaten or even equalled for civility and politeness; but the German railway officials are often very kind and willing to stretch a point and to take trouble so far as their cast-iron regulations will allow; nor do they hang about for tips. There is more paper work than with us; one guard cannot manage a train; there seem to be at least two assistants; and these three are always taking notes, examining lists and generally worrying about formalities which an English guard ignores. The bags,

arrangements are effective, but the Auszubruck is not so prompt as the Annaburra. Lugga, a seldom gets lost, or goes seriously wrong, but it often gets into a tight corner, and he makes you feel that he is.

The British railway guard cannot be beaten or even equalled for civility and politeness; but the German railway officials are often very kind and willing to stretch a point and to take trouble so far as their cast-iron regulations will allow; nor do they hang about for tips. There is more paper work than with us; one guard cannot manage a train; there seem to be at least two assistants; and these three are always taking notes, examining lists and generally worrying about formalities which an English guard ignores. The bags,

arrangements are effective, but the Auszubruck is not so prompt as the Annaburra. Lugga, a seldom gets lost, or goes seriously wrong, but it often gets into a tight corner, and he makes you feel that he is.

The British railway guard cannot be beaten or even equalled for civility and politeness; but the German railway officials are often very kind and willing to stretch a point and to take trouble so far as their cast-iron regulations will allow; nor do they hang about for tips. There is more paper work than with us; one guard cannot manage a train; there seem to be at least two assistants; and these three are always taking notes, examining lists and generally worrying about formalities which an English guard ignores. The bags,

arrangements are effective, but the Auszubruck is not so prompt as the Annaburra. Lugga, a seldom gets lost, or goes seriously wrong, but it often gets into a tight corner, and he makes you feel that he is.

The British railway guard cannot be beaten or even equalled for civility and politeness; but the German railway officials are often very kind and willing to stretch a point and to take trouble so far as their cast-iron regulations will allow; nor do they hang about for tips. There is more paper work than with us; one guard cannot manage a train; there seem to be at least two assistants; and these three are always taking notes, examining lists and generally worrying about formalities which an English guard ignores. The bags,

arrangements are effective, but the Auszubruck is not so prompt as the Annaburra. Lugga, a seldom gets lost, or goes seriously wrong, but it often gets into a tight corner, and he makes you feel that he is.

The British railway guard cannot be beaten or even equalled for civility and politeness; but the German railway officials are often very kind and willing to stretch a point and to take trouble so far as their cast-iron regulations will allow; nor do they hang about for tips. There is more paper work than with us; one guard cannot manage a train; there seem to be at least two assistants; and these three are always taking notes, examining lists and generally worrying about formalities which an English guard ignores. The bags,

arrangements are effective, but the Auszubruck is not so prompt as the Annaburra. Lugga, a seldom gets lost, or goes seriously wrong, but it often gets into a tight corner, and he makes you feel that he is.

The British railway guard cannot be beaten or even equalled for civility and politeness; but the German railway officials are often very kind and willing to stretch a point and to take trouble so far as their cast-iron regulations will allow; nor do they hang about for tips. There is more paper work than with us; one guard cannot manage a train; there seem to be at least two assistants; and these three are always taking notes, examining lists and generally worrying about formalities which an English guard ignores. The bags,

arrangements are effective, but the Auszubruck is not so prompt as the Annaburra. Lugga, a seldom gets lost, or goes seriously wrong, but it often gets into a tight corner, and he makes you feel that he is.

The British railway guard cannot be beaten or even equalled for civility and politeness; but the German railway officials are often very kind and willing to stretch a point and to take trouble so far as their cast-iron regulations will allow; nor do they hang about for tips. There is more paper work than with us; one guard cannot manage a train; there seem to be at least two assistants; and these three are always taking notes, examining lists and generally worrying about formalities which an English guard ignores. The bags,

arrangements are effective

Shipping.

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

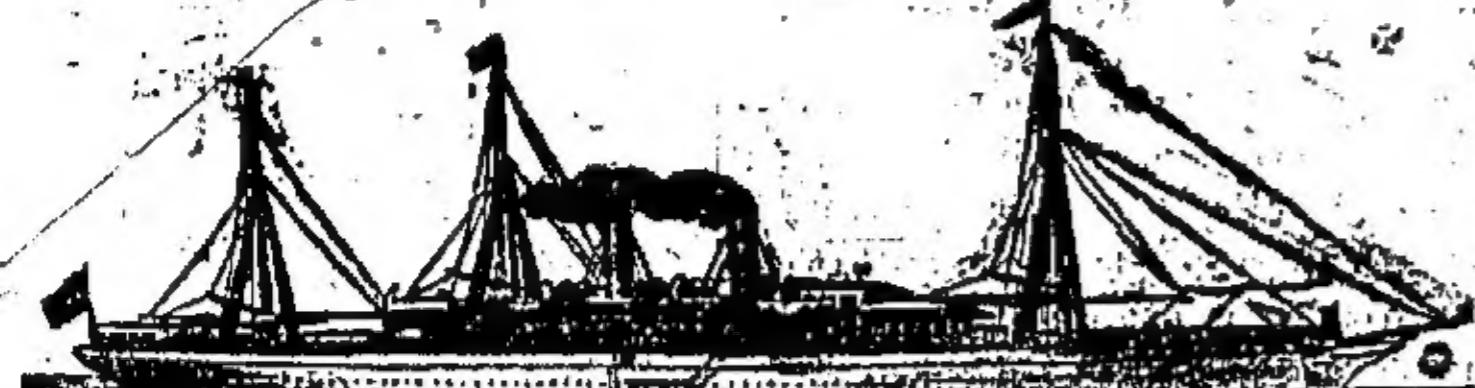
WILL despatch VESSELS to the Undermentioned PORTS on or about the DATES named:

FOR	STEAMERS	TO SAIL ON	STEAMERS
LONDON, VIA USUAL PORTS	(SIMLA)	Noon, 12th	Special
CAPT. C. D. GOLDMITH			
LONDON AND ANTWERP	(NUBIA)	About 16th	Freight and Passage.
VIA MARSEILLES	Capt. F. J. FOX	January	
SHANGHAI & JAPAN	(NYANZA)	About 20th	Freight and Passage.
Capt. H. S. BRADDEW		January	

E. A. HEWITT, Superintendent.

P. & O. S. N. Co.'s Office.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.



LUXURY-SPEED-PUNCTUALITY.

The only Line that MAINTAINS a Regular Schedule Service of 11 Days across the PACIFIC is the EMPRESS LINE. SATURDAY TO 10 DAYS OCEAN TRAVEL 11 DAYS YOKOHAMA TO VANCOUVER. 18 DAYS HONGKONG TO VANCOUVER.

PROPOSED SAILINGS. LEAVE HONGKONG ARRIVE VANCOUVER.

R.M.S.	EMPEROR OF CHINA	6000 TONS	THURSDAY, Jan. 17	Feb. 4
"	MONTEAGLE	6163 TONS	WEDNESDAY, Jan. 23	March 10
"	EMPEROR OF INDIA	6000 TONS	THURSDAY, Feb. 14	March 14
"	ATHENIAN	3883 TONS	WEDNESDAY, Feb. 20	March 18
"	EMPEROR OF JAPAN	6000 TONS	THURSDAY, Mar. 14	April 1
"	TARTAR	4425 TONS	WEDNESDAY, Mar. 21	April 20

* EMPRESS' Steamers will depart from Hongkong at 4 P.M. Intermediate Steamers at 12 Noon.

" THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA of JAPAN), KOBE, YOKOHAMA and VICTORIA, B.C., connecting at VANCOUVER with a Special Mail Express and at John, N.B., with the Company's new palatial "EMPRESS" Steamships, 14,500 tons register. The through transit to Liverpool being 23 1/2 days from Yokohama, and 23 1/2 days from Hongkong.

Hongkong to London, 1st Class, via St. Lawrence 280, via New York 282, Intermediate and 1st Class Railways. £10. £42.

R.M.S. MONTEAGLE, TARTAR and ATHENIAN carry INTERMEDIATE Passengers only at intermediate rates, affording superior accommodation for that Class.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information Maps, Routes, Handbooks, Rates of Freight and Passage, apply to D. W. GRADOCK, General Traffic Agent for China.

CORNER PEDDER STREET and PRAY, Opposite Blake Pier.

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	SAILING DATES.
MARSEILLE, LONDON	KANAGAWA MARU	WEDNESDAY, 23rd
AND ANTWERP, Via SINGAPORE, PENANG, COLOMBO AND PORT SAID	Capt. M. J. Curran, Tons 6000	JAN. at Daylight

VICTORIA, B.C., AND SEATTLE, WASH.	WAKASA MARU	WEDNESDAY, 6th
VIA SHANGHAI, HOKKIEN, KOBE, & YOKOHAMA	Capt. W. Hale, Tons 6200	February

SYDNEY AND MELBOURNE	YAWATA MARU	TUESDAY, 22nd
VIA MANILA, THURSDAY	Capt. H. Harrison, Tons 4500	JAN. 26, at Noon
DAY ISLAND, TOWNSVILLE AND BRISBANE	NIKKO MARU	FRIDAY, 23rd
Capt. E. W. Haswell, Tons 5500	JAN. 26, at Noon	

NAGASAKI, KOBE AND YOKOHAMA	NIKKO MARU	THURSDAY, 24th
Capt. E. W. Haswell, Tons 5500	JAN. at Noon	

BOMBAY, VIA SINGAPORE, PENANG, MADRAS AND COLOMBO	ORYLON MARU	WEDNESDAY, 16th
Capt. Pyne, Tons 5000	JANUARY	

KOBE AND YOKOHAMA	SADO MARU	SATURDAY, 1st
Capt. Geo. Anderson, Tons 6200	JANUARY	

* Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamer Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chater Road.

A. S. MIHARA, Manager.

GREAT NORTHERN STEAMSHIP COMPANY

Operating the New Twin Screw Steamships

MINNESOTA - DAKOTA

26,000 TONS

BETWEEN YOKOHAMA, KOBE, NAGASAKI, SHANGHAI, HONG KONG And SEATTLE, U. S. A.

Sailing Dates Subject to Change.

MINNESOTA	Captain C. F. Austin	On TUESDAY,
		18th FEBRUARY, 1907.
DAKOTA	Captain E. FRANKE	On SATURDAY,
		30th MARCH, 1907.

Direct connections at Seattle with Great Northern and Northern Pacific Railways for all points in the United States and Canada; also with Atlantic Steamship Lines for all points in Great Britain and on the Continent. Direct connection at Hong Kong for Manila, Straits Settlements, Java, India, London and Paris.

LUXURIOUS PASSENGER ACCOMMODATIONS—Staterooms (all outside rooms), Cabin, Library, Smoking room, Novelty, Laundry, Dining Saloon, etc.

All Trans-Pacific Cabin passengers may travel by rail or steamer between ports of Yokohama, Kobe and Nagasaki, without extra charge.

For convenience of two-cabin passengers, staterooms are interchangeable with regular cabin between Japan, China and Hong Kong.

For full information regarding freight or passage apply to

NIPPON YUSEN KAISHA, Agents.

Shipping.

PACIFIC MAIL S.S. CO.

OCCIDENTAL AND ORIENTAL S.S. CO.

TOYO KISEN KAISHA

U. S. MAIL LINES.

VIA HONOLULU.

TAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED

STATES, MEXICO, CENTRAL AND SOUTH AMERICA,

AND EUROPE.

SEMI-TROPICAL ROUTE.

Only Line taking the warm SOUTHERN Route across the PACIFIC, via HONOLULU,

on Oahu, the most fertile and beautiful island of the Pacific.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

* SIBERIA 18,000 Grav. Tons TUESDAY, 18th Jan., at Noon.

* CHINA 10,200 TUESDAY, 22nd Jan., at Noon.

* MONGOLIA 27,000 TUESDAY, 29th Jan., at Noon.

* NIPON MARU 11,000 TUESDAY, 5th Feb., at Noon.

* DORIO 9,500 FRIDAY, 12th Feb., at Noon.

* COPTIC 9,000 SATURDAY, 13th Feb., at Noon.

* HONGKONG MARU 11,000 TUESDAY, 17th Feb., at Noon.

* KOREA 18,000 FRIDAY, 20th Feb., at Noon.

* AMERICA MARU 11,000 TUESDAY, 27th Feb., at Noon.

* Twin Screw. RECORD FAST TRIPS.

Yokohama to San Francisco KOREA, 18,000 tons, September 16-27th 1906;

10 days, 11 hours and 5 minutes.

San Francisco to Honolulu SIBERIA, 18,000 tons, August 16th-20th, 1906;

4 days, 19 hours.

San Francisco to Yokohama SIBERIA, calling at Midway Islands and Honolulu

en-route, August 16th-31st, 1906, 15 days, 18 hours.

Yokohama to San Francisco SIBERIA, 18,000 tons, Oct. 13th to 23rd, 1906;

10 days, 10 hours and 29 minutes.

THE P. M. Steamship SIBERIA will be despatched from Hongkong to SAN

FRANCISCO, via SHANGHAI, NAGASAKI, (INLAND SEA of JAPAN), KOBE, YOKOHAMA and HONOLULU, on TUESDAY, the 16th January, 1907, at Noon.

taking cargo for Japan and the United States.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

Through Bills of Lading issued for transportation to Yokohama and other Japanese Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland and Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

For further Information as to Passage and Freight, apply to the Agency of the Company, QUEEN'S BUILDING, S. SILVERSTONE, Agent.

S. SILVERSTONE, Agent.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

* STEAMERS SAILING DATES, 1907.

SEYDLITZ WEDNESDAY, 16th Jan.

PHINZ REINHOLD WEDNESDAY, 30th Jan.

GNEISENAU WEDNESDAY, 13th Feb.

PREUSSEN WEDNESDAY, 20th Feb.

PRINZESS ALICE WEDNESDAY, 27th Feb.

PRINZ LUDWIG WEDNESDAY, 5th Mar.

ZIEREN WEDNESDAY, 12th Mar.

PRINZ REGENT LUFTPOLD WEDNESDAY, 19th Mar.

PRINZ EITEL FRIEDRICH WEDNESDAY, 26th Mar.

BAUERN WEDNESDAY, 2nd May.

PRINZ HEINRICH WEDNESDAY, 9th June.

* Twin Screw.

RECORD FAST TRIPS.

Yokohama to San Francisco KOREA, 18,000 tons, September 16-27th 1906;

10 days, 11 hours and 5 minutes.

San Francisco to Honolulu SIBERIA, 18,000 tons, August 16th-20th, 1906;

4 days, 19 hours.

San Francisco to Yokohama SIBERIA, calling at Midway Islands and Honolulu

en-route, August 16th-31st, 1906, 15 days, 18 hours.

Yokohama to San Francisco SIBERIA, 18,000 tons, Oct. 13th to 23rd, 1906;

10 days, 10 hours and 29 minutes.

THE P. M. Steamship SIBERIA will be despatched from Hongkong to SAN

FRANCISCO, via SHANGHAI, NAGASAKI, (INLAND SEA of JAPAN), KOBE, YOKOHAMA and HONOLULU, on TUESDAY, the 16th January, 1907, at Noon.

taking cargo for Japan and the United States.

SPECIAL RATES will be received on Board until 5 p.m. on TUESDAY, the 16th January, and Parcels will be received at the Agency's Office until Noon, on TUESDAY, the 16th January.

CONTENTS OF PACKAGES are required. No Parcel Postage will be paid for less than \$2.50, and Parcels should not exceed Two Cubic Feet in Measurement.

The Steamer has splendid accommodation and carries a Doctor and Stewardess.

Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:

To Naples, Genoa and Gibraltar 1st CLASS 281. 0. 0. 2nd CLASS 191. 0. 0. 3rd CLASS 121. 0. 0.

To Southampton, London, BREMEN and Hamburg 1st CLASS 91. 0. 0. 2nd CLASS 63. 0. 0. 3rd CLASS 33. 0. 0.

To New York, via Suez 1st CLASS 261. 0. 0. 2nd CLASS 181. 0. 0. 3rd CLASS 121. 0. 0.

To Naples, Genoa and Gibraltar 1st CLASS 115. 0. 0.

THURSDAY, JANUARY 10, 1897.

THE CHINA MAIL.

GIVING UP BUSINESS

Owing to our going out of business we have decided to sell
out our ENTIRE \$5 STOCK of

LUCIOS SCIENTIFIC DIAMONDS.

To make this sale an absolute certainty the price has been reduced to nearly 1/3 their former cost.
Although this makes a monetary sacrifice inevitable, we are compelled to do it.

This is an unique opportunity of getting magnificent and splendid Lucios Diamonds mounted in Rings, Brooches,
Earrings, Scarfpins, Studs, Combs, etc., at the

UNPRECEDENTED LOW PRICE OF

FORMERLY \$5.

\$2

FORMERLY \$5.

INCLUDING MOUNTING.

DON'T MISS THIS MARVELLOUS CHANCE.

YOU WILL NEVER HAVE SUCH AN OPPORTUNITY AGAIN.

Formerly

\$5

NOW

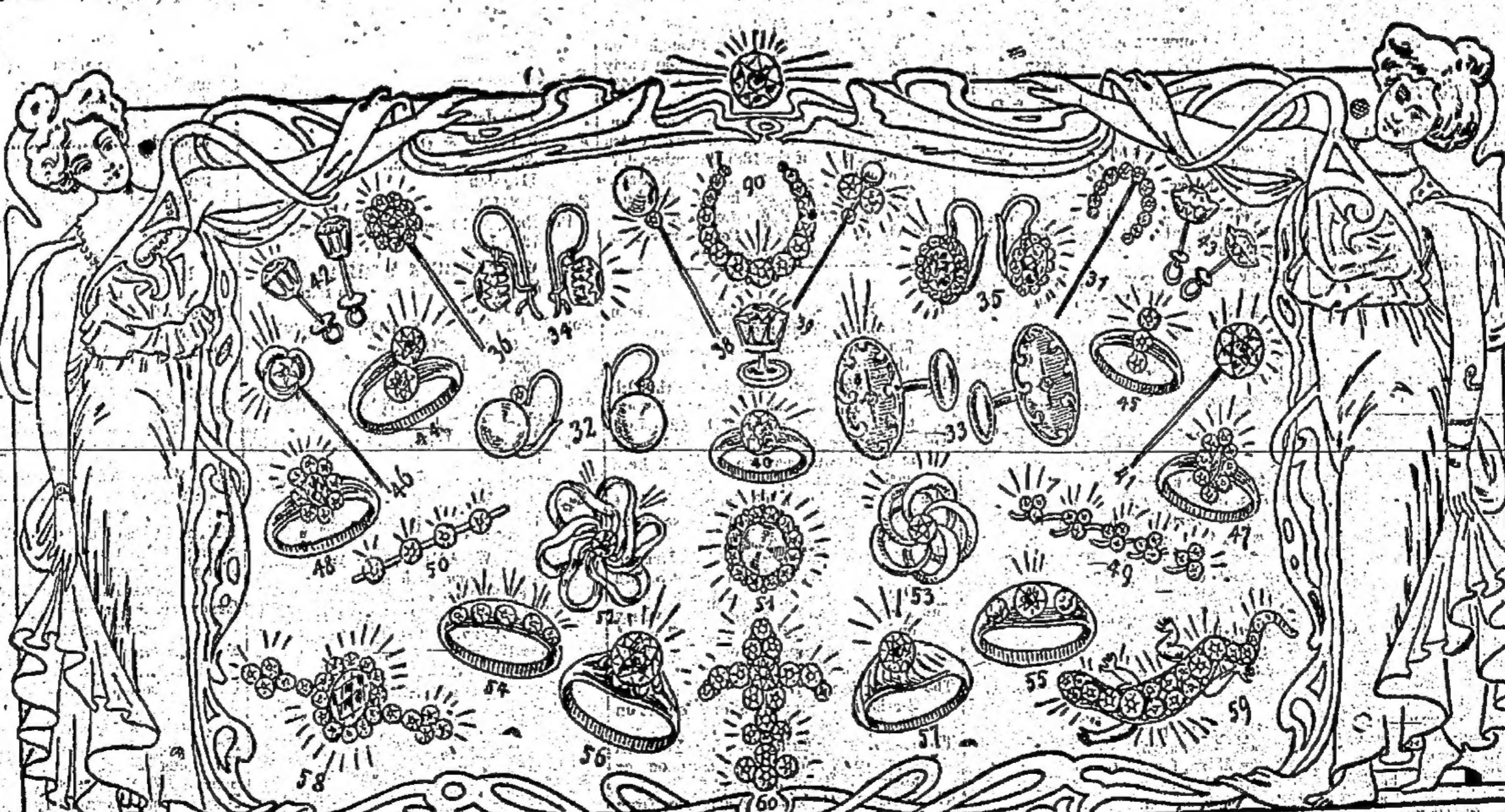
\$2

Formerly

\$5

NOW

\$2



LUCIOS SCIENTIFIC DIAMOND PALACE,

HONGKONG.

62, QUEEN'S ROAD,

62, QUEEN'S ROAD.

AMOY NOTES.

(From our Correspondent.)
AMOY, Jan. 5.
Christmas has once more come and gone, and we are well into the beginning of yet another year. Christmas Services were held both at the Union Church, Kulangsu, in English, and in some Chinese Churches also. The Churches were very tastefully decorated, and well attended as to congregations. At one of the Chinese Churches, special hymns were sung by the boys and girls of the various schools on the island, and well sung too. One cannot but be glad to see the Chinese Christians joining with their brethren all over the world in commemorating Christmas Day, for surely of all festivals it is the one on which the whole world may join in happy union and in joyous festivity.

The foreign children of Kulangsu have been in luck's way this season, for kind friends have invited them quite a number of Xmas trees, so that the young ones have gone home laden with toys. A very successful little play was acted chiefly by children at the house of the British Consulate on the last day of the year, and keenly appreciated by all who were privileged to be present.

Several places, too, have been held at Amoy or other of the well-known Temples on Amoy Island. It is notable, however, that the Buddhist priests at some of these temples are conspicuous by their absence. Is it because call for their services amongst the Chinese generally is getting less and less, so that they are obliged to seek a living in some other walks of life? At Amoy-Pao-tu, the biggest temple in this neighbourhood, there is a man who has got himself walled up in order to accumulate merit. He has already been there some 18 months, and is to stay there, I hear, some 10 years in all. He can be talked to, but not seen; and his food is passed in to him through a hole in the wall. One cannot but admire a man who has the courage of his convictions, even while one pities him for the mistaken method of acting them out.

All the schools are busy preparing for the terminal examinations which will come on soon. Owing to the intercalary month in the Chinese Year, the holidays do not begin so soon as usual, reckoning on our months. Since work in schools attended by Chinese boys and students cannot well start until the first half of the first Chinese moon is through, this throws the opening of the schools and Colleges after the Chinese holidays to about March 1st, which seems late from our point of view. It will be a good thing when China, among her other reforms, copies Japan in accepting the foreign months in the Calendar, and starts her New Year on Jan. 1st, like most of the other countries of the world.

WEATHER REPORT.

The following notice is issued by Mr. Fife of the Fife & Goss Observatory:

On the 10th at 11.55 a.m. - The barometer has been over 30 inches and Japan.

The typhoon, which is of considerable intensity, is central over the continent to the North of the Yangtze. Over the S part of the Philippine Archipelago pressure remains low, and a depression appears to be situated in the neighbourhood of Mindanao.

Gradients are rather steep, particularly over the China Sea, and N. and N.E. gales may be expected over that area and also in the Formosa Channel.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

Forecast for the 24 hours ending at noon to-morrow.

FORECAST DISTRICT.

1. Hongkong and Neighbourhood: N. wind, fresh, fine, color.

2. Formosa Channel: N. to N.E. gale, fresh, fine, strong.

3. South coast of China between Hongkong and Lantau: N. winds, strong.

4. South coast of China between Hongkong and Hainan: Same as No. 3.

A HABIT TO BE ENCOURAGED.

THE mother who has acquired the habit of keeping on hand a bottle of chamberlain's Cough Remedy, saves herself a great amount of uneasiness and anxiety. Coughs, colds and croup, to which children are susceptible are quickly cured by its use. It counteracts any tendency of a cold to result in pneumonia, and when given as soon as the first symptoms of a cough appear, it will prevent the attack. This remedy contains nothing injurious and mothers give it to little ones with a feeling of perfect security. Sold by all chemists and stores.

EXCHANGE.

Hongkong, January 10, 1907.
On London—
Bank, wire 283
" On demand 283
" 30 days' sight 283
" 4 months' sight 283
Documentary, 4 months' sight 283
On Paris—
On demand 285
Credits, 4 months' sight 285
On Berlin—
On demand 283
On New York—
On demand 55
Credits 60 days' sight 55
On Bombay—
Wires 167
On demand 168
On Calcutta—
Wires 167
On demand 168
On Singapore—
On demand 424
On Manila—
On demand, Pesos 1102
On Shanghai—
On demand 73
30 days' sight, (prior to paper) ... 73
On Yokohama—
On demand 1102
Gold Leaf, 100 fine (per tael) ... \$ 8.55
Sovereigns (Bank's buying rate) ... \$ 8.55
Silver (per oz.) 324

Hongkong Register.

	Previous	On date at 10 a.m.	On date at 4 p.m.
Barometer	30.03	30.24	30.14
Temperature	64	68	66
Humidity	50	52	53
Direction of Wind	NNE	—	NE
Force	3	0	1
Weather	b	b	b
Rain	—	—	—

Highest open air temperature on the 5th ... 68
Lowest open air temperature on the 5th ... 56
F. G. Fife, First Assistant,
Hongkong Observatory, Jan. 8, 1907.

To-day's Advertisements

TO LET—FURNISHED.

From 16th April.
No. 5, LYREMOON VILLAS, Kowloon. Facing Lyremon Pass. Electric Light and Telephone. Apply to "H. G." Care of "CHINA MAIL" Office, Hongkong, January 10, 1907.

TO LET.

(EITHER IN WHOLE OR IN PART).

THE "GROVE," having 20 rooms, with 1 detached out-house and kitchen, situated on ROBINSON ROAD, Kowloon. Well ventilated, with Electric Lights and Bells completed, installed. Apply to E. M. HAZELAND, 55, Queen's Road Central; or to WING ON, Contractor, 34, D'Aurier Street, Hongkong, January 10, 1907.

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction,

TO-MORROW (FRIDAY), the 11th January, 1907, at 11 A.M., at HISSES ROOM, DUDDELL STREET,

223 BOLTS DAVID CORSAIR AND SONS' CANVAS (Extra All Long, Flat and Full Bleached). TERMS—Cash on delivery.

GEO. P. LAMMERT, Auctioneer. Hongkong, January 10, 1907.

PUBLIC AUCTION.

THE Undersigned have received instructions from THE HARBOUR MARTIN, to Sell by Public Auction,

on

THURSDAY, the 17th January, 1907, at Noon, on BOARD,

The Steam Launch YUTU S.U.M., as she now lies in CAUSEWAY BAY.—

Length over all 51 feet.

Breadth extreme 13 ft. 7 in.

Depth 7 feet

Engine, Compound Surface Condensing Cylinder, 9 in. and 18 in. by 2 in. Stroke.

Bulb Pressure 125 lbs.

Hull, Boiler and Engine built in Hongkong in 1900.

TERMS—As usual.

HUGHES & HOUGH, Government Auctioneers. Hongkong, January 10, 1907.

WANTED TO BUY.

COPIES OF No. 8 of the NEW WEEKLY (Copies not necessary; copies must be clean) 40 cents will be paid for acceptable copies.

Send to "CHINA MAIL" Office, Hongkong, January 20, 1906.

BOSTON TOW BOAT COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP LYRA.

FROM TACOMA, VICTORIA, YOKOHAMA, KOBE, MOJI, SHANGHAI AND MANILA.

THE above Steamer having arrived Counter-signers of cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from alongside.

Cargo, impacting the discharge of the Vessel will be landed and stored at Consignees risk and expense.

No Fire Insurance will be effected by us in any case whatever.

DODWELL & CO., LTD., Agents. Hongkong, January 10, 1907.

NOTICE TO CONSIGNEES.

THE PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY'S STEAMER ARADIA.

FROM BOMBAY, COLOMBO AND STRAITS.

CONSIGNMENT of cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY'S GODOWNS at Kowloon, where each consignment will be sorted out by Mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings cargo from London, &c.

Forwards, &c.

For